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General

The Philippines is located in Southeastern Asia, between the Philippine Sea and the South China Sea, E of Vietnam.

The climate is tropical marine with the NE monsoon from November to April and the SW monsoon from May to October.

The terrain is mostly mountains with narrow to extensive coastal lowlands.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the peso, consisting of 100 centavos.

Government

The Philippines is a republic, divided into 72 provinces and 61 chartered cities. It is governed by an elected President, Vice President, and Cabinet. The capital is Manila.

Holidays

The following holidays are observed:

January 1, New Year's Day; Holy Thursday; Good Friday; May 1, Labor Day; June 12, Independence Day; May 6, Hero's Day; November 1, All Saint's Day; November 30, Bonifacio Day; December 25, Christmas Day; and December 30, Rizal Day.

Industries

The main industries are based on textiles, pharmaceuticals, chemicals, wood products, food processing, electronics assembly, and petroleum refining.

Languages

The official languages of the Philippines are Pilipino (based on Tagalog) and English.

Regulations

Ships may be entered or cleared at all ports of entry, and from other ports by advance arrangements with the Customs, Quarantine, and Immigration Services.

At some ports of entry, quarantine anchorages are designated for incoming foreign vessels. Quarantine officers are stationed at all ports of entry. Quarantine regulations are promulgated and enforced by the Bureau of Quarantine.

Rules and regulations governing the operation of Philippine and foreign vessels in Philippine waters are issued and published by the Bureau of Customs. Extracts of these rules and regulations are given in the paragraphs which follow.

Specific regulations applicable only to an individual port are given in Pub. 162, Sailing Directions (Enroute) Philippine Islands.

Vessels Entering Port

All vessels on entering any port, entry or coastwise, in the Philippines shall show their colors and signal their official numbers or letters and the number of sacks of mail (if any) onboard for that port, and such signals shall be kept flying until the vessel is boarded by the proper officials.

Upon arrival in port of the foreign vessel, or Philippine vessel in foreign trade, no person except the pilot, customs, and quarantine officers shall be permitted to go on board; nor shall any of the crew or passengers disembark until the vessel has been placed under customs jurisdiction. Exceptions are subject to permission only from the Collector of Customs.

A coastwise vessel on arrival at a port shall not be required to wait for customs boarding officers before entering the harbor or river. Such vessels upon mooring shall be boarded by a customs officer, who, if there is foreign cargo in transit, shall place a customs inspector onboard.

Explosives

Every vessel arriving in port with inflammable or explosive cargo shall hoist a red flag at the fore truck and keep said flag flying during the hours of daylight while any such cargo is on board, and shall display by night one red light, this light shall be at a height of not less than 6m above the deck. Such vessel shall anchor where indicated by the harbormaster and shall not change anchorage without his permission.

Every vessel, lighter, or boat carrying inflammable or explosive cargo shall hoist a red flag (International Code B) on its foremast; or, if there is only one mast at the masthead; or, if there is no mast, on a pole at least 1.8m above the highest point of the vessel; and if permitted to move at night they shall carry a red light in the same position as the flag.

Smoking and the use of any light or fire, with the exception of the regulation lights at night, on board any boat, lighter, or similar vessel carrying inflammables or explosives either in a harbor or a river is prohibited.

Discharging, carrying, and other handling of inflammables and explosives in a port shall be permitted only between sunrise and sunset, except on written authorization of the Collector of Customs or Surveyor of the Port.

Vessels of all classes carrying inflammables or explosives shall not lie alongside of nor be tied to another vessel, except when actually discharging or receiving such cargo. They shall be berthed or moored at such places as may be designated by the harbormaster, and shall be discharged or loaded with the least possible delay.

Lighters carrying inflammables or explosives shall be provided with two barrels of sand of at least 50 gallons capacity each for use in extinguishing fire.

General Regulations

Masters or officers in charge of vessels shall, upon demand, exhibit to the customs officers the ship's roll, register, crew list, passenger list, manifest, or any other public ship's paper.

Any vessel having a foreign cargo consigned to a port of entry shall discharge such cargo within the harbor limits of such port, unless permission is obtained from the Collector of Customs to discharge outside such limits.

Upon application to the Collector of Customs permission may be given shipping firms to place anchor buoys for the

accommodation of such vessels as they represent. The mooring for such buoys shall be not less than 4 tons in weight.

All buoys placed in a harbor shall be located by the customs authorities and shall be maintained by the firms owning them, under such rules as may be prescribed. The use of all buoys shall be under the general supervision of the harbormaster.

Permits to occupy privately owned buoys issued by owners or agents thereof, for vessels other than those of their respective lines must be approved by the harbor master.

If such privately owned buoys are not in use by vessels of their respective lines other vessels may be assigned to their use by the harbormaster.

No launch, lighter, or other vessel shall be allowed to make fast to any channel or marking buoy.

All orders of the harbormaster in connection with the berthing or movement of vessels shall be at once carried out by the master or other officer in charge of the vessel to which such orders relate.

Every vessel entering a port whose harbor limits are prescribed shall be berthed or moored at the point designated by the harbormaster, and no vessel shall change its anchorage or berthing place without his permission.

No person shall moor or anchor hulks or dismantled vessels within harbor limits without permission of the Surveyor of the Port.

Masters of vessels desiring to load or discharge ballast shall first obtain permission from the Collector or Surveyor of the Port and shall obey the instructions given them by the harbormaster as to where the ballast shall be taken from or discharged, as the case may be.

At ports having no regularly appointed harbormaster the duties of such official shall be performed by the Surveyor of the Port or other designated customs officers.

Where it is necessary for a vessel in a harbor to have repairs made that will temporarily disable or prevent the vessel from being controlled or moved, it shall be the duty of the master thereof to report that fact to the harbormaster, and to take adequate precautions against fire and storm. Before such repairs are made the vessel shall be berthed as directed by the harbor master.

There shall not be thrown, deposited or discharged from any vessel or floating craft of any kind, or from the shore, wharf, or banks, into the waters of any harbor in the Philippine Islands, or into the waters of any river's tributary to such harbor or navigable from the sea, any refuse or other matter or thing which might impede or obstruct navigation or cause an obstruction thereto; provided, that the natural surface drainage and matter carried into such navigable waters by canals or sewers constructed by a municipality or other proper authority shall not be considered a violation of this regulation.

Neither shall there be deposited matter or materials of any kind in such manner or in such place on the shore or wharf of any harbor or on the banks of any watercourse tributary to such harbor or navigable from the sea, that such materials or matter may be washed into the waters of such harbor or the navigable waters of any stream tributary thereto or navigable from the sea.

Whenever a vessel, raft, or other craft is wrecked and sunk in a navigable channel, accidentally or otherwise, it shall be the duty of the owner of said sunken craft to mark it immediately with a buoy or beacon with a red flag attached thereto during

the day and with a red lantern at night, the flag or lantern shall show at least 1.2m above water, and to maintain such marks until the removal of the sunken craft and it shall also be the duty of said owner to commence the immediate removal of the same and to prosecute said removal with due diligence.

Whenever the navigation of any harbor or navigable river tributary thereto shall be obstructed by any sunken vessel, boat, water craft, craft, or other similar obstruction, and such obstruction has existed for a period longer than 30 days, or whenever abandonment can be established in a less space of time, the sunken vessel, boat, water craft, or other obstruction may be broken up, removed, sold, or otherwise disposed of by the Collector of Customs, in his discretion, at the expense of the owner.

However, if navigation of a waterway is prevented or seriously endangered by any obstruction, the Collector of Customs may cause its removal immediately and before the expiration of 30 days, at the expense of the owner.

No vessel or other craft shall tie up or anchor in the navigable waters of any harbor in such manner as to prevent or obstruct the passage of other vessels or craft, nor so as to obstruct or endanger the government dredges, towboats, scows, and other floating apparatus in their work of improving rivers and harbors, nor shall they navigate said waters at a rate of speed that may endanger other vessels or craft at anchor or under way, nor shall any person voluntarily or carelessly sink, or permit to be sunk vessels or other craft in navigable channels, nor float loose timber and logs in streams or channels actually navigated by steam vessels in such manner as to obstruct, impede, or endanger navigation.

No vessel shall be anchored within any fairway of a harbor set apart by the harbormaster for the passage of vessels, nor shall any vessel be so anchored as to obstruct the passage of other vessels in such fairway.

Harbor police duties are to be performed by the customs officers. Any master or officer in charge of a vessel within the limits of any harbor defined in these Regulations desiring police assistance shall fly the International Code Signal "CB3" and such other signal as the urgency of the case may require.

Customs officers have the power to make arrests within harbor limits of persons violating the customs, immigration, Chinese exclusion, and navigation laws and regulations, and of persons committing crimes or breaches of the peace, and shall report without delay to their superior officer.

Any person who assaults, resists, opposes, or interferes in any manner with a customs officer in the discharge of his duty shall be liable to the penalties prescribed by law.

Masters or other officers in charge of vessels shall give due notice to the Collector of Customs of their intention to clear, stating the day and hour of proposed sailing.

Masters of vessels are requested to furnish all shipping news of general interest and such sanitary and hydrographic information as they may have.

Masters wishing to have barometers tested can do so by giving the reading to the harbormaster, who shall compare the same with observatory instruments and return correction to ship. The harbormaster may, when requested, supply masters with latest pilot charts, Notices to Mariners, and other hydrographic publications, and harbor regulations, and such data as may be available for use in these waters.

Right of Way

In case two or more vessels are making for the same landing, the one nearest to such landing shall have the right of way and the other or others are prohibited from making any attempt to go alongside the first.

Steam vessels towing shall have the right of way over steam vessels not towing, provided, that vessels of over 3m draft shall have the right of way in deep and narrow channels.

In carrying out the rules for right of way, due regard shall be had to the fact that a vessel going against the tide or current is much more manageable than one going with it. In rivers and narrow channels connected with harbors or the sea which are traversed by steam vessels, such steam vessels shall have the right of way over launches, lighters, cascoes, and other river and harbor vessels provided that the steam vessels are of 100 gross tons or more.

Coastwise vessels of less than 100 gross tons shall conform to the rules of the road with river and harbor vessels. In rivers and narrow channels every steam vessel shall, when it is safe and practicable to do so, keep to that side of the fairway or mid-channel which lies to the starboard of such vessel.

Steam and other vessels are prohibited from turning around in navigable rivers or narrow channels by means of warping lines stretched across the channel in such manner as to obstruct free navigation, but shall be so managed as to leave at all times one side of the river free for the passage of other vessels.

Any patron of a launch who, through negligence, inattention to duty, or violation of these Regulations endangers the safety of his craft or that of other craft, or who endangers the lives of passengers or others on his craft or on other water craft, shall be liable to have his license or permit revoked and shall be subject to the penalties prescribed for violation of these Regulations.

Lighters or other water craft in motion shall not be permitted to drift with the currents of rivers, but if not in tow shall be kept under control by poling, by sweeps, or by other power.

Lighters, cascoes, and similar craft shall always have sufficient crew on board to handle them.

Lighters shall be loaded and unloaded promptly, and upon completion thereof, if the space occupied by them is needed, they shall be moved at once to make room for other lighters.

All vessels entering, leaving, or lying in the rivers of the Philippine Islands shall swing all boats inboard, keeping the davits in that position. All gangways shall be folded against the side of the vessel. Each vessel shall have one or more of the small boats which are swung inboard ready at all times to be swung out and lowered in case of necessity. On sailing vessels the yards shall be braced fore and aft and the jib boom shall be run in.

All vessels at anchor or moored shall show the anchor lights from sunset to sunrise, and all vessels under way at night shall show the prescribed running lights.

Lighters, cascoes, and similar vessels anchored near a channel or a fairway or in a navigable river shall between sunset and sunrise carry a bright white light at each end so arranged as to be clearly visible all around the horizon, at a distance of not less than 0.5 mile in clear weather.

Every small boat, banca, or similar craft whether under way or at rest, engaged in fishing or in the transportation of passengers or freight within the limits of any harbor, or within

a radius of 0.5 mile from any vessel anchored or moored in a harbor, shall carry at all times between sunset and sunrise one white light so arranged as to be visible from all directions from a distance of not less than 0.5 mile.

Unnecessary Whistling

Whistles or sirens shall not be blown within harbor limits, except to signal as before-described. However, vessels may signal by whistle or siren before hauling out from a wharf, or in case of necessity to avoid accident. Whistles shall not be blown as a summons to passengers or other persons.

Unnecessary use of the whistle within harbor limits is prohibited; and masters, patrons, or other officers in charge shall be subject to penalty for violation of this regulation.

Rat Guards

When any vessel, either of foreign or Philippine registry, is at any dock, pier, wharf, quay, or bulkhead, such vessel shall take proper precautions to prevent the passage of rodents to or from the vessel. The vessel shall be fended off from the pier, wharf, quay, bulkhead, or dock not less than 1.8m, and acceptable rat guards shall be fixed on all connecting lines, and, in addition, all cargo nets, chutes, and similar devices extending between the vessel and shore structure, shall be removed at night unless in actual use, as shall all gangways and ladders unless guarded or properly lighted.

The master of any vessel of foreign registry or of Philippine registry engaged in foreign trade, whether lying alongside a pier, dock, quay, wharf, or bulkhead, or in the stream, shall have suitable rat guards placed on all lines between idle lighters or cascoes or other carriers and the vessel, which must be so fastened that the guard will remain at right angles to and tight on the line.

No cargo shall be discharged from or received on board a vessel lying alongside a pier, wharf, quay, dock, or bulkhead, or in the stream, before suitable rat guards have been placed on all the lines leading from the carriers to the vessel and from the vessel to the pier, wharf, quay, dock, or bulkhead, except in the case of coastwise vessels handling coastwise cargo to or from cascoes, lighters or other carriers, when the rat guard requirement on lines between vessel and carrier may be dispensed with.

Signals

Visual storm warning signals illustrated below are used in the Philippines in accordance with the International System and indicate that winds of the signaled velocity and direction are expected within 24 hours in the vicinity of the signal.

These signals may be displayed singly or in combination of 2 or 3; when this is the case, the following order will be observed from top to bottom:

1. Signal indicating velocity.
2. Signal indicating direction.
3. Signal indicating change in direction.

The visual signals are intended to give information to shipmasters, fishermen, and other mariners as to the expected direction and speed of the wind in the locality where the signal is displayed.

This will be the primary means for advising small crafts of impending storm conditions and will be supplemented by the worded warnings which will be sent to all ships by radio.

While these visual signals will be hoisted mostly in connection with tropical storms, they will also be displayed in cases of intensified monsoon winds and strong gradient winds.

When the shipmasters see a signal displayed, they should listen to the next regular broadcast of these warnings or ask their commercial radio ship-to-shore station for the latest warning issued by the Weather Bureau.

The worded warnings issued by the Weather Bureau will give more detailed information regarding the extent of the strong winds, the reason for the strong winds and other aspects of bad weather.

Besides these special warnings, regular weather reports are furnished by the Weather Bureau Forecasting Center through the different local radio stations. Storm warnings and advisors are also sent to the threatened localities through the facilities of the Bureau of Telecommunications and Civil Aeronautics Administration Communications as broadly as possible.

If, while typhoon signals are displayed, any vessel fails to take suitable precautions for its safety, thus endangering other ships, all masters of vessels are required to notify the Collector of Customs or the harbormaster.

The following storm warning signals are primarily intended for the general public with special emphasis on land areas:

Signal No. 1

The siren signal is reported as one long blast, each lasting 45 seconds. There is an existing disturbance. A wind velocity of 30 to 54 miles per hour is expected in the locality within the next 24 hours.

If the storm signal coincides with any time signal in the locality, sounding the storm signal will be delayed 10 minutes.

If the intensity of the disturbance remains the same, the signal will be repeated at 6:10 A.M., 12:10 P.M., and 6:10 P.M. each day. If the disturbance intensifies, any of the two signals given below may be sounded for the place. If the disturbance dissipates and moves away no more signal will be given.

Signal No. 2

The siren signal is reported as two long blasts, duration 45 seconds each. A disturbance is approaching the locality. A wind of 55 to 74 miles per hour is expected in the locality within the next 24 hours.

Children are advised to stay indoors. Strengthen houses of light material and take necessary precautions. This signal will be given any time that such force of the wind is expected within the next 24 hours.

If the intensity of the disturbance remains the same the sound signal will be repeated during the following times: 6:10 A.M., 12:10 P.M., 6:10 P.M., and 12:10 A.M.

If the disturbance intensifies, the third signal discussed below will be given in the above schedule. In case the disturbance diminishes the first signal will be given. If the disturbance dissipates no more signal will be given. Interval between blasts will be 30 seconds.

Signal No. 3

The siren signal is reported as three long blasts, duration 45 seconds each. The disturbance is dangerous for the locality. A wind of 75 miles per hour or more is expected in the locality within the next 12 hours, usually accompanied by heavy rains.

All necessary precautions will be given, great danger to life and property will be expected.

This signal will be given any time that such force of the wind is expected within the next 12 hours. If the intensity remains the same the signal will be given at 6:10 A.M., 12:10 P.M., 6:10 P.M., 12:10 A.M., and/or a flag displayed accordingly.

If the disturbance weakens or moves away, any one of the two signals given above may be sounded and/or displayed accordingly.

If the disturbance dissipates no more signal will be sounded. Interval between blasts will be 30 seconds.

Signals for Vessels Entering Port

All vessels on entering any port, entry or coastwise, in the Philippine Islands shall show their colors and signal their official numbers or letters, and shall signal the number of sacks of mail on board, if any, for that port.

These signals are to be displayed until the vessel is boarded by the proper officials. The customs signal by day is EHC; by night three or four short blasts and waving a light.

In Manila Harbor, a customs boarding officer in charge of a harbor launch, is on duty daily from sunrise to sunset, and a customs patrol boat is on duty from sunset to sunrise.

Communications may be established by International Code with the Customs Semaphore Station, which is equipped with telephones.

At other Philippine ports of entry signals will be responded to from the customhouse or pilot's signal tower.

Time Zone

The Time Zone description is HOTEL (-8).

U.S. Embassy

The U.S. Embassy is situated at 1201 Roxas Boulevard, Ermita Manila 1000.

The mailing address is APO FPO 96515.